

Every possible effort is being made to provide for their safety and to delay the development of the situation. But officials admitted to-night that even here the Government has reached the end of its rope. Matters now are being precipitated by Germany, it is especially the United States has no means of holding Germany in check.

In response to questions to-night officials said frankly that the American people should be entitled to know the truth about the situation. The German and American Governments were hardly a matter of doubt, but at the same time it was indicated that nothing should be done to minimize the plain fact that this Government had sought and would seek up to the very end to avert it. Even if it does not change the situation it will, according to officials, act as a check to reprisals in certain parts of Europe.

Officials of the State Department discussed for the first time the case of Count Tarnowski, the designated Austrian Ambassador, who has not yet presented his credentials to President Wilson. Count Tarnowski, it will be recalled, came to see Secretary Lansing to arrange for his presentation. He was informed by Mr. Lansing that the President could not receive him until the status of Austria-Hungary's relations with the United States had been determined.

The Austrian Note.

The Austro-Hungarian Government sent to the United States a note virtually identical with the German note announcing the intention of the U-boat blockade. The German note caused the break in diplomatic relations, but the Austrian note was viewed in a slightly different light.

In the case of Austria-Hungary there has been no warning such as the President's Sussex note, which informed Germany that diplomatic relations would be severed unless she should immediately declare and effect an abandonment of illegal submarine warfare. The relations of the United States and Austria-Hungary on the submarine issue rested on the understanding reached after the attack by an Austrian submarine on the Ancona. Austria subsequently agreed to wage "cruiser warfare" with her submarines in the Mediterranean, which implied that her naval commanders would follow the practice of visit and search and conduct their campaign along the recognized line of international law. Germany incidentally agreed to have her ally, Austria, use this policy. Berlin took the stand that her own submarine warfare was in reprisal to the "illegal British blockade" and thereby had greater latitude than the method which Austria proposed to follow.

Because of Austria's so-called "cruiser warfare" with her submarines in the Mediterranean the United States has had virtually no complaints against that Government. Austria, however, announces a change in policy, and states that she will follow Germany's lead and sink all ships without warning.

Warning to Vienna.

This Government has made it at once clear to Vienna through American Ambassador Penfield that it cannot maintain relations with the Austro-Hungarian Government on this basis, and furthermore that the United States will take measures to protect its ships and its nationals. If the German note is legally by Austrian naval commanders. But this Government has not accompanied this warning with an immediate break in diplomatic relations, as in the case of Germany. The United States has given Austria a chance to think matters over and see if an understanding can be reached.

Washington does not expect Austria to change her policy and therefore does not expect that Count Tarnowski will be received as Ambassador. A first overt act of an Austrian submarine against an American ship or against American lives will probably result in a severance of diplomatic relations and a virtual state of war at the same time.

The impression here is that the submarine which attacked the Lyman M. Law may be the one which is to be used to break the diplomatic relations. It is no flag it will be difficult to ascertain the facts. There are broad intimations that the German and Austrian submarines may all work together, under the German flag or all flying no colors.

There was increased activity at the State Department and at the Navy Department to-day in connection with the programme to assist American shipowners in arming their vessels which are to defy the U-boat decree in the new war zone. Secretary Lansing sent to the Secretary of the Navy Daniels this afternoon to expedite matters pertaining to this plan, and later Counselor Polk conferred with the Secretary.

The Government is working with dispatch on the plan, and it is now generally known that the President has determined that Germany shall not be permitted to indefinitely hold up American ships. The fact that announcement of the President's decision has been delayed for diplomatic reasons does not mean that it is not known to the officials in charge of putting the plan in operation.

The President's time to-day was taken up almost exclusively with pre-arranged war problems. He received few visitors and is devoting much of his time to the evening of the day with the avalanche of pressing matters which have come up for decision.

WICKERSHAM URGES U. S. RIGHTS ON SEAS

Tells Commercial Travellers to Spread Gospel of United American Spirit.

George W. Wickersham, formerly United States Attorney-General, urged members of the Associated Commercial Travellers at their third annual dinner last night at the Waldorf-Astoria to take the message to all parts of this country that there can be no sectional feeling anywhere and to bring home to national legislators the necessity of adequate protection to American rights on the seas.

Mr. Wickersham tickled the audience and their women folk, who dined with them, by saying that Lord Bryce once told him that he got many of his ideas for his "Great American Commonwealth" from dinner in smoking cars.

"There has been of late somewhat of a sectional spirit in this country," he said. "You who go to all parts of this country can do much to dissipate the mind of citizens that any part of this nation is not equal to any other part. We are standing today in the most serious position this country has ever occupied. Great events are impending. To-day the right to protect our business on the high seas is being menaced by one of the great countries. Our American ships lie in ports in peril of destruction. Germany to destroy our ships without warning. The question is whether we shall allow an embargo to be placed by a foreign country on whether we are ready to maintain our rights on the high seas backed by the potential strength of 100,000,000 people."

Mr. Wickersham said the people of this country have been heedless and have assumed that nothing untoward could happen. He asserted that the most adequate preparedness measure suggested thus far is the bill for military service for young men from 15 to 25.

Turning to trade subjects he said he was recently informed that Germany in prison camps have the study of the enterprise of German kulder after the war," he said, "and we also should study Spanish."

During the evening the lights were put out, a spotlight was turned on a waving American flag and the duet sang "The Star Spangled Banner."

BERLIN ATTEMPT TO TRAP LANSING VAIN

Secretary Insisted Ritter Put Conference Proposal in Writing.

CANNOT BE DENIED NOW

Swiss Minister Offered Suggestion as Representative of Germany.

WASHINGTON, Feb. 14.—Secretary Lansing's handling of the very delicate problem involved in Germany's informal proposal to discuss the new submarine warfare was the subject of much favorable comment in diplomatic circles here to-day. It is generally felt that the Berlin Foreign Office as well as diplomats and others here seeking to help the German cause would have succeeded in seriously embarrassing the Administration except for the fact that Mr. Lansing turned the whole situation adroitly to this Government's advantage by insisting that Dr. Ritter, the Swiss Minister, present the proposal in written form.

The importance of this diplomatic stroke has to-day become apparent in view of Germany's official denial that such a proposal was made to the United States. The Swiss Minister, it is stated in Berlin, had no authority to make such a proposal and the effort is obviously made by Germany to lay the blame for this "misrepresentation" on the German Government.

Had Dr. Ritter made the proposal informally he could now, it is explained, have pleaded that Secretary Lansing misunderstood him and that he had no intention to have the Imperial German Government assume responsibility for the move. But Secretary Lansing has the Swiss Minister's statement in black and white to the effect that Germany wished to make the proposal. As Dr. Ritter is the official representative of Berlin here there can no longer be any question as to the correctness of this Government in assuming that the proposal had the official sanction of the Wilhelmstrasse.

There may still be some question as to whether Dr. Ritter was to blame for the so-called misrepresentation of Germany's attitude. But there can be no question as to Secretary Lansing's justification for taking the stand he did.

Dr. Ritter first saw Mr. Lansing about Germany's apparent determination to have the United States sanction a revised form of the treaty of 1795-1838 and incidentally remarked that Germany was ready now as formerly to negotiate with the United States over the U-boat blockade.

Instead of informing Dr. Ritter that he could not entertain the idea, Mr. Lansing evinced interest in it, and proposed that it be written out in the form of a "formal communication," which he could take it up with the President. Dr. Ritter returned to the legation, and on Sunday night the formal statement was handed to Mr. Lansing. It was taken to the President and at once rejected as promptly and as emphatically as diplomatic usage permitted.

Diplomats say to-day that if Berlin knew that Mr. Lansing had the German proposal in writing the German Government never would have attempted to deny the fact that it was made.

BERLIN "EXPLAINS."

One Condition of Conference Was Resumption of Relations.

LONDON, Feb. 14.—The German official version of the proposal made through the Swiss Minister in Washington for a conference on submarine questions is given in the following official telegram transmitted through Reuters' Amsterdam correspondent:

"What lies at the bottom of this report is the following: A telegram from the Swiss Minister in Washington was transmitted to Germany by Switzerland in which the Minister offered, if Germany was agreeable, to mediate in negotiations with the American Government about the declaration of prohibition against German passenger ships."

"The Swiss Government was then requested to inform its Minister at Washington that Germany, as before, was ready to negotiate with America in case the commercial war against our enemies remained untouched."

"As is obvious, Germany could have entered into such negotiations only on condition that, firstly, diplomatic relations between America and Germany should be restored, and, secondly, that the object of the negotiations could only be certain concessions respecting American passenger ships."

"The interdiction of overseas imports proclaimed against our enemies through unrestricted submarine warfare would thus, on the diplomatic relations with America were restored, be in no circumstances relaxed."

"The reply of the Swiss Minister at Washington expressed very clearly in the resolute carrying out of our U-boat war against the entire overseas import of our enemies there is for us no turning back."

FOUR SHIPS WAIT GUNS.

Port Blocked by Failure of Government to Act.

President P. A. S. Franklin, head of the American Line, which has four ships blocked here and two in Liverpool, said yesterday that the United States Government has not yet informed him of its decision to arm American ships against German submarines. Mr. Franklin had been hoping for word from the State Department or from somebody in authority but none came and he went home last night as much disturbed and disappointed over the attitude of Washington as he has been at any time in the past two weeks.

A representative of the line said to The Sun yesterday:

"We are all blushing from the shame of our position, but there is no help for it. We do not dare to send our women into the war zone. We do not dare to risk millions of dollars worth of property. The Germans have us bluffed. Yes, but we did not believe that they could so easily bluff the United States of America. The harbor is dead. Trade is dying off. Freight is piling up. This blockade is a disaster. Washington wonders what ought to be done. There's the situation in a nutshell."

About twenty of the passengers that booked for the St. Louis sailed yesterday on the Lapland and had been consigned to the St. Louis had already gone to sea under the protection of the British flag, the Cedric taking 5,000 sacks.

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EMBARGO PUTS ALL U. S. TRADE IN PERIL

Lackawanna Announces Ban on Freight Shipments West as Well as East.

CARS TIED UP IN BUFFALO

Foodstuffs May Be Dumped on Market Here and Cause Cut in Prices.

When the Delaware and Lackawanna went into effect last night an embargo on westbound freight it precipitated a situation that threatens to plunge the country into a condition of trade paralysis within a day or two. This ban on shipments away from New York doubles the menace represented in the present almost universal ban against shipments to the city. The Lackawanna in issuing its order emphasized that it had no alternative, "owing to the inability of the roads leading west from Buffalo to handle freight delivered to them at that point."

In Buffalo at the present time it is estimated there are 10,000 freight cars, mostly those of the Lackawanna. In other yards near by there are as many more. Until this pressure is lifted the rail undoubtedly will remain blocked not only for the Lackawanna, but for the New York Central and other roads. The situation in Buffalo is duplicated at many other railroad switching points close to the Eastern seaboard, and in and about New York it is much more grave. It had been expected by many of the roads that there would be a definite announcement of marine policy from Washington, some word that would be a measure of reassurance to the vessels that have delayed loading. In the absence of such word there has been no unloading of the thousands of cars at the Atlantic terminals.

No Solution in Sight.

Railroads and shippers were unable to find any solution yesterday. There were many rumors of drastic increases of demurrage to compel the consignees to take their stuff out of the railroad cars, but nothing definite will be done in this direction until the Interstate Commerce Commission gives approval. The shippers expressed willingness to free the cars if storing space could be found, but in all the Eastern cities—and the same situation applies in every railroad centre—docks, warehouses, storerooms and yards are crowded beyond normal capacity.

Much of the foodstuffs and materials now in warehouses is marked for foreign shipment, and any interference with it would mean loss of valuable contracts to the shippers. Thousands of messages were sent abroad yesterday begging for release from present compliance. The foreign agents were asked to give permission to throw the stuff on the local markets. There is hope there will be assent in many cases because much of the produce has deteriorated and will be useless when finally put on shipboard.

An element that adds to the difficulty in this direction is the fact that there have been radical increases in marine insurance rates since the Kaiser declared his submarine policy. With the last day of grace expired, lack of action by the national Government and the prospects of partial or total loss, there seems to be little left for the foreign consignees to do save accept the situation and take the proceeds on local sales.

Might Cut Prices.

Such action would throw on the market of the East hundreds of thousands of tons of food and other commodities. Naturally, with such a mass of stuff dumped out at once there would be an immediate drop in food values. This course, probably, would be followed throughout the country with the same result, so for a time at least the consumer would profit.

The general feeling among railroad men, commission men and producers is that this is the one feasible solution. Automatically it would release thousands of cars in every section of the country and permit a readjustment of freight conditions that would prevent a recurrence of the present crisis.

As the situation stands now every body is losing money. The consumer, cut off from the normal flow of food and materials, has to pay exorbitantly for the little that filters through. The shippers, deprived of their channels, are at a standstill, which, of course, means a loss. The commission men, without commodities in which to barter, lose their profits. The railroads, without the use of the cars, suffer worst of all.

The car shortage already has cost the railroads \$80,000,000 in earnings. Every day the congestion increases adds to that figure. Now, with the embargo existing in both directions, they are taking a heavier loss every day. The demurrage on idle cars compensates only in a small fraction what the cars could earn in transit.

Rail Heads to Meet.

There is another consideration in the effort, one that hourly is taking on importance—the necessity for the railroads preparing for a military emergency. This is a problem that will be discussed to-day when the committee of railroad presidents meets in the American Railway Association rooms. Daniel Willard of the Baltimore and Ohio is chairman of the committee.

In the mobilization that called the militia to the Mexican border the resources of the railroad were taxed for every available box and flat car. If the emergency arises again it will find these same cars loaded with freight in the different yards of the country. What will be done if President Wilson again mobilizes an army must be considered by these presidents with relation to the tie-up that exists now.

To-day undoubtedly will see some definite action that will relieve the pressure. It may come in the expected message of the President to Congress; it may come through the Interstate Commerce Commission, or through some other channel.

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drastic move on the part of the railroads. The general belief in railroad circles is that the shippers could cooperate successfully to ease the crisis by unloading their cars. This was expressed by W. W. Atterbury, vice-president of the Pennsylvania Railroad, who is head of the American Railway Association.

"I think perhaps the presumption that there is a car shortage is not entirely correct," he said. "I think if the roads and shippers were to cooperate closely with each other the equipment of this country is ample for its normal needs. I do not mean when I say its normal needs the abnormal situation that occurs once in four or five or six years. I do not think it would be the part of economic wisdom to prepare for a situation that occurs but once in four or five years."

"I do think that with the cooperation of the shippers and the railroads the shippers themselves could materially aid in this situation. Railroads can increase their facilities for holding at the big terminals, but they cannot force unloading. That has to be done by the consignee."

Jamestown, N. Y., Feb. 14.—Police officers seized four cars of anthracite

on an Erie siding here and turned it over to local coal dealers for distribution. The railroad officials made no opposition. The coal dealer has relieved the town's household needs, but many of the plants are idle, due to the shortage of soft coal.

GRAIN STORES PILE UP.

Appeal for Cars Made by Chicago Board of Trade.

CHICAGO, Feb. 14.—Extra efforts on the part of Eastern railroads to furnish cars to distribute enormous quantities of grain in storage in Chicago and the Midwest were urged to-day in messages sent out by President Griffin of the Chicago Board of Trade.

The message sent to the railroad presidents said there are now 20,000,000 bushels of grain in Chicago elevators, 10,000,000 bushels in transit to Chicago and from 50,000,000 to 75,000,000 bushels more tied up in country elevators.

Mississippi, Feb. 14.—Several hundred terminal elevator employees were notified to-day that it may be necessary soon to close all the large storage houses here because of the car shortage. According to elevator officials there are

30,000,000 bushels of grain stored here waiting to be forwarded.

I. C. C. DELAYS ACTION.

Proposal Made to Relieve Congestion at Jersey Terminal.

WASHINGTON, Feb. 14.—A proposal by the railroads to reduce from five days to two the free time allowance on domestic freight held at Jersey City and other points in New Jersey for final delivery at New York, a measure designed to relieve congestion, was suspended to-day by the Interstate Commerce Commission until June 15. The commission also suspended proposed increases in charges for lightening heavy freight.

Proposed increases in freight rates ranging from 20 to 50 per cent. on packing house products from Indianapolis to Cincinnati, Louisville and other Ohio River points were suspended until June 15 for investigation.

SANK TEN VESSELS.

Berlin Records Work of One Submarine on February 8.

BERLIN, Feb. 14 (by wireless).—"According to new submarine reports six more steamships and one sailing ship with an aggregate tonnage of 25,000 have been sunk," says the Overseas News Agency.

"On February 8 it was reported that a German submarine had sunk ten vessels, with a total tonnage of 19,000, in the Atlantic. Among these were two steamships of 4,000 tons, carrying corn and other food supplies; one of 2,800 tons, with saltpeetre to England; two of 5,000 tons, with coal for Gibraltar and the Italian State railroads; and another of 2,100 tons, carrying oil to Quebec town. The same submarine took prisoner a British prize officer on a Dutch steamer."

RIDICULES NEW U-BOAT WAR.

Paris Editor Says 112 Ships Entered French Port in One Day.

PARIS, Feb. 14.—The German submarine campaign has so far been ineffective, according to Marcel Huttin, editor of the *Revue de Paris*, who is usually exceptionally well informed. As proof M. Huttin says that on Monday 112 French or neutral ships entered French ports.

A size of 100,000 for the crew of any French, allied or neutral vessel

which succeeds in destroying an attacking submarine is provided for in a resolution introduced in the Chamber of Deputies by Andre Lefevre. The resolution says that the German ships attacking without distinction ships of all nationalities, armed or unarmed, and that this creates a new situation which must not be neglected.

FORTY-FIVE AMERICANS OFF.

They Leave London to Board Steamship for New York.

LONDON, Feb. 14.—Forty-five Americans left London for Liverpool this morning.

A recent order by the British Admiralty prohibited the publication of information about the movements of transatlantic liners as protection against submarines. In all probability the Americans mentioned in the London despatch are about to sail for America.

Surge Wins in Ohio.

COLUMBUS, Ohio, Feb. 14.—The Ohio Senate passed this afternoon the Bryan bill giving Ohio women the privilege of voting for President. The vote was 20 to 16.



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